

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 11:15 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 484 Const Calendar Day: 249 Date: 08-Feb-2013 Friday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 06:50 AM 06:00 PM Break: 00:30 Over Time: 02:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Cable Band Bolting

Overview of Cable work today:

The following work was ongoing today on the Cable:

- Tensioning of cable band (CB) bolts
- Painting of suspender ropes & main Cable

Today I was inspecting Mike Draper's crew on final tensioning of CB bolts. See the diaries of R. Granados & S. Soheilifard for additional details of Cable field work.

- I arrived at the pier-7 office at 06:50, & was on the bridge at 07:15.
- From 07:15 until 07:50, Mike's crew was running air lines to run the pump.
- Note: One iron-worker (Mario Anguiano) was removing the painter's masking tape from the threads & nuts for about 3 hours this morning. This may be CCO work.
- From 07:50 until 08:00, Mike's crew tensioned the CB bolts at PP 18N. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 16N.
- From 09:10 until 09:20, Mike's crew tensioned the CB bolts at PP 16N. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 14N.
- From 10:30 until 10:40, Mike's crew tensioned the CB bolts at PP 14N. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 12N.
- Note: At PP 14N, when they tensioned the bolts, the paint cracked around the caulking on the downhill side of the CB. I mentioned this to Saman Soheilifard since it will require a paint repair. See attached photo.
- From 11:20 until 11:30, Mike's crew tensioned the CB bolts at PP 12N. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 10N.
- From 12:00 until 12:30, lunch.
- From 12:40 until 12:50, Mike's crew tensioned the CB bolts at PP 10N. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 8N.
- From 13:00 until 13:10, Mike's crew tensioned the CB bolts at PP 8N. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times.
- From 13:10 until 14:00, Mike's crew moved the jacking equipment to PP 112S.
- From 14:00 until 14:10, Mike's crew tensioned the CB bolts at PP 112S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the



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crew moved the pump & jacks to PP 114S.

- From 14:20 until 14:30, Mike's crew tensioned the CB bolts at PP 114S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 116S.
- From 14:40 until 14:50, Mike's crew tensioned the CB bolts at PP 116S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times. Then the crew moved the pump & jacks to PP 118S.
- From 15:20 until 15:30, Mike's crew tensioned the CB bolts at PP 118S. They used the bolt-tight jacks, & brought the pressure up to 19,400 psi (about 1.1 MN). They cycled up to 19,400 psi 3 times.
- From 15:30 until 15:50, Mike's crew was setting up the larger bolt-tight jacks on the anchor rods at PP 114S.
- From 15:50 until 16:00, Mike's crew tensioned the cable bracket anchor rods at PP 114S. They used the bolt-tight jacks, & brought the pressure up to 4810 psi. They cycled up to 4810 psi 3 times. After they removed the jacks, they ran down the jam nuts & beat them tight with a knocker wrench.
- From 16:15 until 16:45, Mike's crew attempted to tension the cable bracket anchor rods at PP 112S. However, they had an issue with one of the rods (the inboard uphill rod). When they were installing the jacks onto this rod, they noticed that it was loose. When they installed & stroked up on the jacks, the nut on this rod would not run down, which meant that there was a problem with the jacks. I spoke with Warren Collins to give him an update on this issue, & left a voice mail message with Bob Brignano regarding this in case he inspects this work tomorrow.
- From 16:45 until the end of the shift, Mike's crew moved the jacking equipment to PP 118N to get ready to start tensioning.
- Note: I spoke with Alex Schmitt to let him know which CBs were tensioned today since extensometer measurements will be taken on these bolts tonight.
- At 17:10, I left the bridge.
- From 17:20 until 18:00, I wrote my diary for the day, checked email, & sent my timesheet for the week.

04-0120F4 Bid Item: 067 C-SUS-SCC.067 Install Suspender Clamps, Separators, Collars

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	APP	Mario Anguano	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker		THADDEUS BOOKER	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	JAMES MIRANDA	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	MICHAEL DRAPER	8.00	2.00	0.00	10.00		<input type="checkbox"/>

Attachment



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PP 14N paint above caulking cracked during CB bolt tensioning